SOUTHERN PACIFIC COMPANY

PACIFIC LINES

TIME TABLE

94

FOR THE

TUCSON DIVISION

To Take Effect Sunday, March 4, 1928, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employes only.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

A. E. SWEET,
Assistant General Manager.

H. S. FAIRBANK,
Superintendent.

EASTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings	242	244	432	428	426	424	436	412	92	12	102	2	4	104	Distance from San Francisco	STATIONS
	SECOND CLASS									FIRST CLASS						
	Manifest Freight	San Francisco Manifest Freight	Phoenix Manifest Freight	Freight	Freight	Gila Local Freight	Phoenix Local Freight	Freight	Los Angeles Manifest Freight	Apache	Sunset	Californian	Golden State	Argonaut		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard BKWYFTP	6.05 PM	5.30 PM	4.00 PM	3.00 PM	8.50 AM	6.00 AM	5.00 AM	2.50 AM	12.01 AM	6.55 PM	6.00 PM	3.25 AM	2.05 AM	1.15 AM	732.7	TO-R YUMA 4.8 Block Signals Double Track
258 IP	6.20	5.45	4.15	3.15	9.05	**6.20**	5.20	**3.08**	12.15	7.05	6.10	3.35	2.15	f 1.25	737.5	TO EAST YARD 2.6
74 P	6.30	5.52	4.25	3.20	9.10	6.25	5.32	3.15	**12.34**	**7.08**	6.13	3.39	**2.20**	f 1.29	740.1	ARABY 3.6
70 P	**6.40**	6.00	4.35	3.28	9.18	**6.35**	**5.50**	3.22	12.49	7.12	6.17	3.44	2.24	f 1.34	743.7	FORTUNA 2.9
67 P	6.50	**6.21**	4.45	3.35	9.25	6.50	**6.10**	3.27	12.58	7.16	**6.21**	3.49	**2.30**	f 1.39	746.6	BLAISDELL 6.9
93 P House 6	7.10	6.50	**5.05**	3.53	9.45	7.15	6.35	3.45	1.18	7.28	6.33	**4.01**	**2.43**	f 1.51	753.5	TO DOME 1.7 Double Track
84 P														f	755.2	GRANITE SPUR (Spur) 5.0
70 P	7.25	7.10	5.25	4.06	10.05	7.40	6.55	4.00	**2.03**	7.38	6.43	4.11	2.53	f **2.03**	760.2	LIGURTA 7.0
11														f	767.2	ADONDE (Spur) 2.8
72 IWP	7.45 PM	7.35 PM	5.50	4.30 PM	10.30 AM	8.00 AM	7.30	4.20 AM	3.00 AM	7.50	6.55	f 4.25	3.05	s **2.20** AM	770.0	TO WELLTON 5.7
78 P			6.10				7.50			8.00	7.05	f **4.36**	3.15		775.7	MING 5.2
79 P House 35			6.25				8.10			8.07	7.12	f 4.44	3.21		780.9	ROLL 7.4
34 Switch West End P			6.40				8.30			8.15	7.20	f 4.54	3.29		788.3	TYSON (Spur) 4.9
79 P House 35			6.50				**9.09**			8.21	7.26	f 5.01	**3.34**		793.2	GROWLER 5.1
												f			798.3	BURGER (No Siding) 4.2
81 WP			7.10				9.30			8.32	7.37	f 5.15	3.44		802.5	TO KOFA 5.2
50 Switch P East End			7.20				9.40			8.39	7.44	f 5.23	3.50		807.7	CLANTON (Spur) 5.0
79 P			**7.50**				9.50			8.45	**7.50**	f 5.30	3.55		812.7	HORN 5.0
48 Switch P East End			8.10				10.00			8.51	7.56	f 5.38	4.00		817.7	ATHEL (Spur) 4.6
80 FWP House 34			8.35				10.30			9.00	8.02	f 5.50	4.05		822.3	TO HYDER 4.7
49 Switch P East End			8.45				10.40			9.06	8.08	f 5.57	4.10		827.0	CAMEL (Spur) 4.1
78 P House 35			**9.11**				10.50			**9.11**	8.13	f 6.03	4.15		831.1	MONTEZUMA 5.7 Block Signals
78 P			9.30				11.05			9.18	8.19	f 6.11	4.21		836.8	PAPAGO 4.3
81 WP			**9.56** PM				11.20 AM			9.24	8.24	f 6.18	4.26		841.1	TO SADDLE 8.3
79 P			**12.17** AM				1.00 PM			9.39	8.36	f 6.33	4.37		849.4	HARQUA 1.6
78 P			12.30				1.10			**9.41**	8.38	f 6.36	4.39		851.0	GILLESPIE 5.0
42 Switch P East End			12.50				1.20			9.47	8.44	f 6.43	4.44		856.0	CRAG (Spur) 5.3
81 WP House 34			1.10				1.40			9.54	8.54	f 6.51	4.54		861.3	TO ARLINGTON 4.4
78 P			1.25				1.50			**9.59**	9.00	f 6.58	5.00		865.7	DIXIE 1.9
12 YP			1.35				2.00			10.02	9.03	f 7.01	5.03		867.6	HASSAYAMPA (Spur) 2.6
6												f			870.2	PALO VERDE (Spur) 1.3
78 P			1.55				2.15			10.08	**9.08**	f 7.06	5.08		871.5	CONGER 4.2
81 WP House 50			2.15				2.40			10.13	9.13	s **7.19**	5.13		875.7	TO BUCKEYE 6.0 Block Signals
78 P House 18			2.40				3.00			10.20	9.20	f 7.30	5.20		881.7	LIBERTY 3.2
2 P												f			884.9	NORTON (Spur) 4.8
80 YP House 31			3.05				3.20			10.29	9.29	f 7.41	5.29		889.7	TO LITCHFIELD 3.3
60 P Spurs 16-14			3.20				3.30			10.33	9.33	f 7.46	5.33		893.0	CASHION 1.9
P House 26			3.30				3.40			10.36	9.36	f 7.51	5.36		894.9	COWDEN 0.8
8												f			895.7	TOLLESON (Spur) 0.6
20 P												f			896.3	JEAN (Spur) 1.8
79 P House 20			4.00				3.55			10.42	9.42	f 8.01	**5.42**		898.1	FOWLER 3.9
57 P			4.20				4.05			10.47	9.47	f 8.09	5.47		902.0	CAMPO 2.0
25 P			4.30				4.10			10.51	9.51	8.14	5.51		904.0	23rd AVE PHOENIX 1.5
															905.5	CROSSING—AT&SF WYE 0.5
Yard BKP										s **11.00** PM	s 10.00 PM	s 8.25 AM	s 6.00 AM		906.0	TO-R PHOENIX (Union Station) 1.0
Yard BK WCFTYP			**5.00** AM				4.30 PM								907.0	TO-R PHOENIX Double Track
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Tues. Thur. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(174.3)
	(1 40) 22.38	(2.05) 17.90	(13.00) 13.41	(1.30) 24.87	(1.40) 22.38	(2.00) 18.65	(11.30) 15.16	(1.30) 24.87	(2.59) 12.50	(4.05) 42.44	(4.00) 43.33	(5.00) 34.66	(3.55) 44.25	(1.05) 34.43		Total Time Average speed per hour

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
12	Wellton	Los Angeles
102	Buckeye	California points

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
2	Any Station	Ming
102	Any Station	San Antonio
102	Buckeye	El Paso
12	Any Station	Amarillo, Texas

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STATION: DRAVO mp 900.6 (Spur 2 cars)

YUMA SUBDIVISION

WESTWARD

Time Table No. 94

March 4, 1928

		STATIONS		Distance from Phoenix	FIRST CLASS					THIRD CLASS					
					103	**11**	**101**	**1**	**3**	**91**	**243**	**423**	**435**	**241**	**431**
					Argonaut	Apache	Sunset	Californian	Golden State	Los Angeles Manifest Freight	San Francisco Manifest Freight	Gila Local Freight	Phoenix Local Freight	Manifest Freight	Phoenix Manifest Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat.	Arrive Wed. Fri. Sun.	Arrive Daily	Arrive Daily
Block Signals	TO-R	YUMA (Double Track)	4.8	174.3	s 2.45AM	s 3.20AM	s 10.40AM	s 12.50AM	s 3.05AM	6.45AM	9.00AM	2.50PM	3.00PM	8.00PM	7.30AM
	TO	EAST YARD	2.6	169.5	f 2.30	**3.08**	10.28	12.38	2.52	**6.20**	8.37	2.30	2.40	7.40	7.05
		ARABY	3.6	166.9	f **2.20**	3.04	10.24	**12.34**	2.47	6.05	8.25	2.20	2.30	**7.08**	6.50
		FORTUNA	2.9	163.3	f 2.10	2.59	10.19	12.29	2.40	**5.50**	8.12	2.05	2.20	**6.40**	**6.35**
		BLAISDELL	6.9	160.4	f 2.05	2.55	10.15	12.25	**2.30**	4.30	8.00	1.50	2.10	**6.21**	**6.10**
Double Track	TO	DOME	1.7	153.5	f 1.53	**2.43**	10.03	12.15	2.17	**4.01**	7.40	1.30	1.55	**5.05**	5.40
		GRANITE SPUR (Spur)	5.0	151.8	f										
		LIGURTA	7.0	146.8	f 1.39	2.33	9.53	12.03AM	2.07	3.00	7.10	12.50	1.35	4.06	5.20
		ADONDE	2.8	139.8	f										
	TO	WELLTON	5.7	137.0	1.25AM	**2.20**AM	9.40	f 11.50PM	1.55	**2.20**AM	6.40AM	12.30PM	1.15	3.10PM	5.00
		MING	5.2	131.3			9.30	f 11.40	1.45				12.40		**4.36**
		ROLL	7.4	126.1			9.24	f 11.32	1.39				12.25		4.05
		TYSON (Spur)	4.9	118.7			9.15	f 11.20	1.30				12.05PM		3.50
		GROWLER	5.1	113.8			**9.09**	f 11.11	1.24				11.50AM		**3.34**
		BURGER (No Siding)	4.2	108.7				f							
	TO	KOFA	5.2	104.5			8.57	f 10.55	1.12				11.25		2.50
		CLANTON (Spur)	5.0	99.3			8.51	f 10.46	1.06				11.10		2.25
		HORN	5.0	94.3			8.45	f 10.39	1.01				10.55		2.08
		ATHEL (Spur)	4.6	89.3			8.39	f 10.32	12.56				10.40		1.55
	TO	HYDER	4.7	84.7			8.33	f 10.25	12.50				10.30		1.45
		CAMEL (Spur)	4.1	80.0			8.26	f 10.15	12.44				10.00		1.20
Block Signals		MONTEZUMA	5.7	75.9			8.21	f 10.09	12.39				9.45		1.10
		PAPAGO	4.3	70.2			8.14	f 10.02	12.33				9.30		1.00
	TO	SADDLE	8.3	65.9			8.08	f **9.56**	12.28				9.20		12.45
		HARQUA	1.6	57.6			7.55	f 9.45	**12.17**				8.50		**12.17**AM
		GILLESPIE	5.0	56.0			7.53	f **9.41**	12.15				8.40		11.15PM
		CRAG (Spur)	5.3	51.0			7.47	f 9.31	12.09				8.30		10.55
	TO	ARLINGTON	4.4	45.7			7.40	f 9.25	12.03AM				8.20		10.35
		DIXIE	1.9	41.3			7.32	f 9.19	11.57PM				8.00		**9.59**
		HASSAYAMPA (Spur)	2.6	39.4			7.29	f 9.16	11.54				7.50		9.40
		PALO VERDE (Spur)	1.3	36.8				f							
		CONGER	4.2	35.5			7.24	f **9.08**	11.49				7.40		**9.08**
Block Signals	TO	BUCKEYE	6.0	31.3			**7.19**	s 8.53	11.44				**7.19**		8.25
		LIBERTY	3.2	25.3			7.12	f 8.44	11.37				6.45		8.05
		NORTON (Spur)	4.8	22.1				f							
	TO	LITCHFIELD	3.3	17.3			7.03	f 8.34	11.28				6.25		7.40
		CASHION	1.9	14.0			6.59	f 8.28	11.24				6.10		7.30
		COWDEN	0.8	12.1			6.56	f 8.24	11.21				6.00		7.20
		TOLLESON (Spur)	0.6	11.3				f							
		JEAN (Spur)	1.8	10.7				f							
		FOWLER	3.9	8.9			6.51	f 8.17	11.16				**5.42**		6.55
		CAMPO	2.0	5.0			6.46	f 8.11	11.11				5.20		6.35
		23rd AVE PHOENIX	1.5	3.0			6.43	8.08	11.08				5.15		6.25
		CROSSING—AT&SF WYE	0.5	1.5											
	TO-R	PHOENIX (Union Station)	1.0	1.0			6.35AM	8.00PM	**11.00**PM						
	TO-R	PHOENIX (Double Track)		0.0									5.00AM		6.00PM
		(174.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Wed Fri. Sun.	Leave Daily	Leave Daily
		Total Time			(1.20)	(1.00)	(4.05)	(4.50)	(4.05)	(4.25)	(2.20)	(2.20)	(10.00)	(4.50)	(13.30)
		Average speed per hour			27.98	37.30	42.44	35.86	42.44	8.45	15.99	15.99	17.43	7.72	12.91

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STATION: DRAVO mp 900.6 (Spur 2 cars)

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or Beyond
101	Buckeye	California Points

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
11	Any Station	Amarillo, Texas
101	Any Station	San Antonio and Tucumcari
101	Buckeye	Elpaso
1	Any Station	Ming

TUCSON SUBDIVISION

EASTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings	434	426	92	422	128	438	412	244	126	242	428	Distance from San Francisco			STATIONS
	SECOND CLASS														
	Phoenix Freight	Freight	Los Angeles Manifest Freight	Gila Local Freight	Hayden Local Freight	Phoenix Local Freight	Freight	San Francisco Manifest Freight	Chandler Local Freight	Manifest Freight	Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Mon. Wed. Fri.	Leave Wed. Fri. Sun.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				
Yard BKP												906.0	Block Signals Double Track	TO-R	PHOENIX (Union St'n.) 1.0
Yard BKWFCTPY	8.00 PM				9.10 AM	5.50 AM			5.00 AM			907.0		TO-R	PHOENIX 4.1
19 Switch East End	8.15				9.25	**6.08**			5.15			911.1			KENDALL (Spur) 0.7
11 P												911.8			CACTUS (Spur) 2.6
Yard WYP	8.45				9.45	**6.31**			**5.50** **6.45**			914.4		TO	TEMPE 0.9
P	8.50				9.55	6.40			6.55			915.3			TEMPE JCT. 1.8
	8.55				10.00	6.50			7.05			917.1			NORMAL JCT. 1.3
5												918.4			FRANKENBURG (Spur) 0.2
63												918.6			TEMPE PUMPING PLANT (Spur) 3.2
Yard PWY	9.40				**11.00**	7.15			7.30 8.30			921.8		TO	MESA 1.8
79 P Spur 5	**10.10**				11.10 AM	7.25			8.40			923.6			McQUEEN 1.8
House 22 P Spur 15	10.30					7.35			8.50			925.4			TREMAINE 0.7
P House 40	10.35					7.40			9.00			926.1			FALFA 3.2
76 P House 16	**11.00**					8.10			9.30 AM			929.3		TO	CHANDLER 1.7
P	11.10					8.20						931.0			POZO JCT. 3.3
81 PW House 35	11.20					8.35						934.3			SERAPE 4.7
71 P	11.35					8.50						939.0			SANTAN 4.2
72 P Spur 22	11.50 PM					9.05						943.2			DOCK 4.9
P House 34	12.05 AM					9.20						948.1			OLBERG 5.1
79 P	12.20					9.35						953.2			BLACKWATER 5.0
81 YPW House 34	**12.53**					**10.28**						958.2		TO	POSTON 3.8
80 P House 22	1.10					10.48						962.0			COOLIDGE 4.4
P House 34	1.25					11.10						966.4			RANDOLPH 5.0
72 P House 16	1.40					11.25 AM						971.4			TOPAZ 4.0
P												975.4	Block Signals		PEAK (No Siding) 5.2
102 YPWF House 20	**2.10**	6.25 PM	5.30 PM	12.45 PM		12.15 PM	11.55 AM	**9.43** AM		5.00 AM	12.15 AM	980.6		TO	PICACHO 3.2
73 P	2.30	6.40	5.45	1.00		12.30	12.10 PM	**10.05**		5.30	12.30	940.7			OCATILLA 3.5
65 P	2.45	6.55	6.00	**1.15**		12.40	12.25	10.20		5.50	12.40	944.2			WYMOLA 3.7
73 P	3.00	7.10	6.15	1.30		**12.50**	**12.40**	10.50		6.05	12.50	947.9			MONTROSE 3.5
67-67 PW House 23	3.15	7.20	6.30	1.55		1.10	12.55	**11.24**		6.20	**1.05**	951.4	Block Signals	TO	RED ROCK 2.9
68 P	3.25	7.30	6.40	**2.05**		1.20	1.05	11.50 AM		**6.35**	1.20	954.3			AVRA 4.1
67 P	3.35	**7.40**	6.50	2.15		**1.45**	1.15	**12.01** PM		7.00	1.30	958.4			NAVISKA 3.8
71 P House 32	**3.55**	**7.56** **8.18**	**7.00**	2.30		2.00	**1.25**	12.17		7.20	1.40	962.2			MARANA 4.7
69 PW	4.17	8.40	7.15	2.50		2.20	1.55	12.30		**8.05**	**2.11**	966.9		TO	RILLITO 5.2
67 P	4.45	**9.05**	**7.42** **8.05**	3.15		2.40	2.20	**12.45**		**8.45**	2.35	972.1			CORTARO 5.3
67 PW	5.00	9.30	8.35	3.35		2.55	2.40	1.00		**9.10**	2.50	977.4			JAYNES 3.8
IP	5.10	9.40	8.45	3.45		3.10	2.50	1.15		9.40	3.00	981.2	Block Signals Double Track	TO	STOCKHAM 1.6
P												982.8			SOUTH LINE JCT. 1.1
Yard YWFCTBKIP	5.30 AM	10.00 PM	9.10 PM	4.00 PM		3.30 PM	3.10 PM	1.30 PM		10.05 AM	3.15 AM	983.9		TO-R	TUCSON
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat.	Arrive Mon. Wed. Fri.	Arrive Wed. Fri. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(121.0)
	(9.30) 12.63	(3.35) 14.42	(3.40) 14.13	(3.15) 14.28	(2.00) 8.80	(9.40) 12.41	(3.15) 14.28	(3.47) 12.26	(4.30) 8.63	(5.05) 9.77	(3.00) 15.47				Total Time Average speed per hour

STATIONS	12	102	38	108	36	2	4	104
	FIRST CLASS							
	Apache	Sunset	Phoenix Maricopa Passenger	Phoenix Tucson Passenger	Phoenix Winkelman Passenger	Californian	Golden State	Argonaut
	Leave Daily	Leave Daily	LeaveDaily	Leave Daily	Lv Daily Ex. Sunday	Leave Daily	LeaveDaily	LeaveDaily
PHOENIX (Union St'n.)	11.10 PM	10.10 PM	7.50 PM	6.35 PM	8.50 AM	8.40 AM	6.10 AM	
PHOENIX	11.17	10.17	7.57	6.42	8.57	8.47	**6.17**	
KENDALL	11.25	10.24	f8.05	f 6.50	f9.05	8.55	6.25	
CACTUS			f	f	f	f		
TEMPE	s11.35	**10.30**	s8.16	s 6.58	s9.20	s 9.05	**6.31**	
TEMPE JCT.	11.39	10.34	8.20 PM	7.02 PM	9.24	9.09	6.35	
NORMAL JCT.	11.42	10.37			9.27	9.12	6.38	
FRANKENBURG					f			
TEMPE PUMPING PLANT								
MESA	s **11.50**	10.44			s9.42	s 9.22	6.45	
McQUEEN	11.55 PM	10.48			f9.50 AM	f 9.26	6.49	
TREMAINE						f 9.30		
FALFA	12.01 AM	10.53				f 9.32	6.54	
CHANDLER	s12.11	**11.00**				s 9.40	7.01	
POZO JCT.	12.15	11.03				f 9.44	7.04	
SERAPE	12.20	11.07		Via Maricopa		f 9.50	7.09	
SANTAN	12.26	11.13				f 9.57	7.15	
DOCK	12.32	11.19				f10.04	7.22	
OLBERG	12.38	11.25				f10.12	7.28	
BLACKWATER	12.45	11.32				f10.20	7.36	
POSTON	**12.53**	11.39				f**10.28**	7.43	
COOLIDGE	12.58	11.44				f10.33	7.49	
RANDOLPH	1.04	11.50				f10.40	7.55	
TOPAZ	1.11	11.56 PM				f10.46	8.02	
PEAK						f		
PICACHO	1.23	12.08 AM		9.05 PM		11.00	8.14	7.12 AM
OCATILLA	1.34	12.16		f 9.10		11.08	**8.23**	f7.20
WYMOLA	**1.39**	12.21		f 9.15		11.13	8.28	f7.25
MONTROSE	1.44	12.26		f 9.20		11.18	8.32	f7.30
RED ROCK	1.49	12.31		f **9.32**		f**11.24**	8.36	f**7.36**
AVRA	1.53	**12.35**		f 9.41		11.28	8.40	f7.41
NAVISKA	1.58	12.40		f 9.47		11.33	**8.45**	f7.46
MARANA	2.03	12.45		f 9.52		**11.39**	8.50	f7.54
RILLITO	**2.11**	12.51		f10.00		11.50	**8.56**	f**8.05**
CORTARO	2.20	12.58		f10.10		11.59 AM	9.03	f8.14
JAYNES	2.28	1.04		f10.20		12.07 PM	**9.10**	f8.22
STOCKHAM	2.34	1.09		f10.25		12.12	9.15	f8.27
SOUTH LINE JCT.								
TUCSON	s 2.45 AM	s 1.20 AM		s10.40 PM		s12.25 PM	s9.25 AM	s8.40 AM
	Arrive Daily	Arrive Daily	ArriveDaily	Arrive Daily	ArriveDaily Ex. Sunday	Arrive Daily	ArriveDaily	ArriveDaily
Total Time Average speed per hour	(3.35) 33.77	(3.10) 38.21	(0.30) 18.60	(2.02) 27.39	(1.00) 17.60	(3.45) 32.27	(3.15) 37.23	(1.28) 31.64

Westward trains are superior to trains of the same class in the opposite direction.
Eastward trains except first class must not pass South Line Jct. without permission from Yardmaster.

Initial switch east end Poston, 250 feet east of water column.
Schedule time and train orders apply at junction switch at Picacho and McQueen.
Mile posts between Picacho and Tucson distance via Gila.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
4	Tempe, Mesa & Chandler	California Points
102	Tempe, Mesa & Chandler	California Points
2	Any Station	Peak

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
4	Tempe, Mesa & Chandler	El Paso
102	Any Station	San Antonio
102	Tempe, Mesa & Chandler	El Paso
12	Any Station	Amarillo, Texas

TUCSON SUBDIVISION

WESTWARD

Time Table No. 94

March 4, 1928

STATIONS	Distance from Tucson	FIRST CLASS								THIRD CLASS							
		37	101	107	35	1	103	3	11	125	437	421	91	243	127	433	241
		Maricopa Phoenix Passenger	Sunset	Tucson Phoenix Passenger	Winkelman Phoenix Passenger	Californian	Argonaut	Golden State	Apache	Chandler Local Freight	Phoenix Local Freight	Gila Local Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight	Hayden Local Freight	Phoenix Freight	Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Tues. Thur. Sat.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat.	Arrive Daily	Arrive Daily
Block Signals; Double Track; TO-R PHOENIX (Union St'n) 1.0	121.0	s 12.35 AM	s 6.25 AM	s 12.05 PM	s 5.40 PM	s 7.45 PM		s 10.50 PM									
TO-R PHOENIX 4.1	120.0	12.28	**6.17**	11.58 AM	5.32	7.35		10.43		1.00 PM	2.30 PM				3.50 PM	1.10 AM	
KENDALL (Spur) 0.7	115.9	f 12.20	**6.08**	f 11.50	f 5.24	7.27		10.36		12.40	2.05				3.30	12.50	
CACTUS (Spur) 2.6	115.2	f		f	f	f											
TO TEMPE 0.9	112.6	s 12.13	**6.01**	s 11.43	s 5.16	s 7.20		**10.30**		12.10 PM	1.45				3.10	12.30	
TEMPE JCT. 1.8	111.7	12.08 AM	5.57	11.38 AM	5.08	7.15		10.25		11.55 AM	1.25				2.50	12.20	
NORMAL JCT. 1.3	109.9		5.54	Via Maricopa	5.04	7.12		10.22		11.50	1.20				2.40	12.15 AM	
FRANKENBURG (Spur) 0.2	108.6				f												
TEMPE PUMPING PLANT (Spur) 3.2	108.4																
TO MESA 1.8	105.2		5.47		s 4.56	s 7.05		10.15		**11.30 10.30**	1.00				2.10	**11.50 PM**	
McQUEEN 1.8	103.4		5.43		4.40 PM	f 6.56		**10.10**		10.20	12.40				2.00 PM	11.25	
TREMAINE 0.7	101.6					f 6.53				10.10	12.35					11.15	
FALFA 3.2	100.9		5.39			f 6.51		10.04		10.00	12.20					11.10	
TO CHANDLER 1.7	97.7		5.35			s 6.45		10.00		9.50 AM	12.10 PM					**11.00**	
POZO JCT. 3.3	96.0		5.31			f 6.40		9.56			11.50 AM					10.45	
SERAPE 4.7	92.7		5.27			f 6.36		9.51			11.40					10.35	
SANTAN 4.2	88.0		5.21			f 6.29		9.45			11.25					10.25	
DOCK 4.9	83.8		5.15			f 6.22		9.39			11.10					10.15	
OLBERG 5.1	78.9		5.09			f 6.15		9.33			10.55					10.05	
BLACKWATER 5.0	73.8		5.02			f 6.08		9.26			10.43					9.55	
TO POSTON 3.8	68.8		4.56			f 6.01		9.20			**10.28**					9.45	
COOLIDGE 4.4	65.0		4.51			f 5.54		9.14			9.55					9.35	
RANDOLPH 5.0	60.6		4.45			f 5.47		9.08			9.40					9.25	
TOPAZ 4.0	55.6		4.39			f 5.40		**9.02**			9.25					**9.02**	
PEAK (No Siding) 5.2	51.6					f											
Block Signals; TO PICACHO 3.2	46.4		4.27	f **9.43** AM		5.25	f 8.36 PM	8.50	9.50 PM		9.00	10.25 AM	1.40 PM	3.30 PM		8.30	**2.10** AM
OCATILLA 3.5	43.2		4.20	f 9.37		5.15	f 8.31	8.45	9.45		**8.23**	**10.05**	1.25	3.10		8.21	1.55
WYMOLA 3.7	39.7		4.15	f 9.32		5.10	f 8.26	8.41	9.41		8.00	9.47	**1.15**	2.57		8.13	**1.39**
MONTROSE 3.5	36.0		4.11	f 9.27		5.05	f 8.21	8.36	9.36		7.50	9.40	**12.50 12.35**	2.46		8.05	1.20
Blk Sigs–TO–RED ROCK 2.9	32.5		4.07	f **9.22**		s 5.00	f 8.16	8.32	**9.32**		**7.36**	**9.22**	12.20	2.35		7.58	**1.05**
AVRA 4.1	29.6		4.03	f 9.17		4.55	f 8.11	8.28	9.28		**6.35**	9.00	12.15	**2.05**		7.53	**12.35**
NAVISKA 3.8	25.5		3.59	f 9.12		4.50	f 8.06	8.23	9.23		6.20	**8.45**	**12.01** PM	**1.45**		**7.40**	12.10
MARANA 4.7	21.7		**3.55**	f 9.05		4.45	f **8.01**	**8.18**	9.18		6.10	8.25	**11.39** AM	**1.25**		**7.00**	12.01 AM
TO RILLITO 5.2	17.0		3.50	f **8.56**		4.39	f 7.54	8.12	9.12		6.00	**8.05**	11.15	1.03		6.40	11.50 PM
CORTARO 5.3	11.8		3.44	f **8.45**		4.32	f **7.47**	**8.05**	**9.05**		5.45	7.25	11.05	**12.45**		6.25	11.35
JAYNES 3.8	6.5		3.38	f 8.36		4.25	f 7.40	7.58	8.58		5.30	7.00	10.55	12.25		6.10	11.25
Block Signals; Double Track; TO STOCKHAM 1.6	2.7		3.33	f 8.30		4.20	f 7.35	7.53	8.53		5.15	6.45	10.45	12.15		6.00	11.15
SOUTH LINE JCT. 1.1	1.1																
TO-R TUCSON	0.0		3.25 AM	8.20 AM		4.10 PM	7.25 PM	7.45 PM	8.45 PM		5.00 AM	6.30 AM	10.30 AM	12.01 PM		5.45 PM	11.00 PM
(121.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thur. Sat.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily
Total Time		(0.27)	(3.00)	(1.50)	(1.00)	(3.35)	(1.11)	(3.05)	(1.05)	(3.10)	(9.30)	(3.55)	(3.10)	(3.29)	(1.50)	(7.25)	(3.10)
Average speed per hour		20.67	40.33	30.38	17.60	33.77	39.21	39.24	42.83	10.29	11.85	11.85	14.65	13.32	9.05	16.18	14.65

Westward trains are superior to trains of the same class in the opposite direction.

Initial switch east end Poston, 250 feet east of water column.
Schedule time and train orders apply at junction switch at Picacho and McQueen.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or beyond
101	Chandler, Mesa and Tempe	California points
3	" " " "	" "
1	Any Station	Phoenix line points

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
101	Any Station	San Antonio and Tucumcari
101	Chandler, Mesa and Tempe	El Paso
1	Any Station	Polvo
3	Chandler, Mesa and Tempe	El Paso
11	Any Station	Amarillo, Texas

	EASTWARD													WESTWARD					
Car capacity of sidings	SECOND CLASS							FIRST CLASS	Distance from San Francisco	Block Signals	Time Table No. 94	Distance from Gila	FIRST CLASS		THIRD CLASS			
	242	244	428	426	424	412	92	104			March 4, 1928		11	103	423	241	91	243
	Manifest Freight	San Francisco Manifest Freight	Freight	Freight	Local Freight	Freight	Los Angeles Manifest Freight	Argonaut					Apache	Argonaut	Local Freight	Manifest Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat.	Arrive Daily	Arrive Daily	Arrive Daily
72 PWI	7.45 PM	7.35 PM	4.30 PM	10.30 AM	8.30 AM	4.20 AM	3.00 AM	**2.20 AM**	770.0	TO	WELLTON } Double Track	85.7	**2.20 AM**	s 1.25 AM	11.45 AM	3.10 PM	**2.20 AM**	6.40 AM
71 P	**8.00**	**8.00**	4.40	10.40	8.40	4.30	3.20	f 2.27	773.1		3.1 ASHER	82.6	2.11	f 1.14	11.30	2.45	1.35	6.10
67 P	8.10	8.20	4.48	10.48	8.50	4.38	3.30	f 2.34	776.4		3.3 TACNA	79.3	2.06	f **1.08**	11.20	2.35	**1.08**	5.55
71 P	8.20	8.30	4.57	**10.57**	9.00	4.47	3.40	f 2.39	780.1		3.7 GAEL	75.6	2.01	f 1.02	**10.57**	2.25	12.40	5.40
67 P	8.30	8.40	5.06	11.06	9.10	4.56	3.50	f 2.44	783.8		3.7 COLFRED	71.9	1.56	f 12.56	10.30	2.15	12.20 AM	5.25
69 P	8.40	9.00	5.15	11.15	9.25	**5.05**	4.00	f 2.49	788.6		4.8 PEMBROKE	67.1	1.50	f 12.49	10.20	2.05	11.59 PM	**5.05**
88 70 P	9.00	9.50	5.35	11.35	9.55	5.25	**4.30**	f 2.57	792.6	TO	4.0 MOHAWK	63.1	1.45	f 12.42	10.10	1.50	11.35	**4.30**
67 P	9.10	10.20	5.45	11.45	10.05	5.35	4.50	f 3.02	795.9		3.3 KIM	59.8	1.40	f 12.36	9.45	1.30	11.10	3.40
67 P	9.20	**10.45**	5.55	11.55 AM	10.20	5.45	5.10	f **3.08**	800.5		4.6 STOVAL	55.2	1.34	f 12.29	9.30	1.15	**10.45**	**3.08**
67 P	9.30	11.10	6.10	12.10 PM	10.40	6.00	5.30	f 3.15	806.2		5.7 MUSINA	49.5	1.27	f 12.21	9.15	1.00	10.15	2.40
67 PW House 28	**9.45**	11.30 PM	6.25	**12.25**	11.15	**6.15**	**6.15**	f 3.25	811.9	TO	5.7 AZTEC	43.8	1.20	f 12.13	9.00	**12.25 PM**	**9.45**	2.25
67 P	10.00	**12.02 AM**	6.40	12.40	**11.35**	6.30	6.55	f 3.35	819.7		7.8 STANWIX	36.0	1.10	f **12.02 AM**	8.25	**11.35 AM**	9.20	2.00
70 P	10.05	12.20	6.45	12.45	11.40 AM	6.35	7.05	f 3.38	822.0		2.3 LAVA	33.7	1.07	f 11.58 PM	8.20	11.15	9.10	1.55
Y									824.9		2.9 DELOSA	30.8						
82-76 PWF House 21	10.28	**12.55** **1.25**	7.10	1.10	12.30 PM	7.00	**8.00**	s 3.50	826.1	TO	1.2 SENTINEL	29.6	**1.00**	s 11.51	**8.00**	11.00	8.50	**1.20**
76 P	10.35	1.35	7.18	1.18	12.40	7.08	8.25	f 3.55	829.6		3.5 TRIGO	26.1	**12.55**	f 11.41	7.30	10.30	8.35	**12.55**
67 P	10.43	1.45	7.25	1.25	12.50	**7.15**	8.45	f 4.00	833.1		3.5 TARTRON	22.6	12.50	f 11.35	**7.15**	10.15	8.25	12.35
67 P	10.55	1.57	7.40	1.40	1.10	7.30	9.15	f 4.10	839.9		6.8 PIEDRA	15.8	12.41	f 11.24	6.45	9.55	8.10	12.20 AM
67 P Corral 30	**11.16**	2.08	**7.50**	1.50	1.30	7.40	**9.35**	f 4.18	845.5		5.6 THEBA	10.2	12.34	f **11.16**	6.30	**9.35**	**7.50**	11.59 PM
67 P	**11.35**	2.18	8.00	2.00	1.45	7.50	9.55	f 4.25	850.3		4.8 SMURR	5.4	12.28	f 11.09	6.15	9.15	7.25	**11.35**
Yard BKWTFP	11.55 PM	2.35 AM	8.15 PM	2.15 PM	2.00 PM	8.05 AM	10.30 AM	s 4.35 AM	855.7	TO-R	5.4 GILA	0.0	12.20 AM	11.00 PM	6.00 AM	9.00 AM	7.00 PM	11.10 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(85.7)		Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily	Leave Daily
	(4.10) 20.57	(7.00) 13.18	(3.45) 22.85	(3.45) 22.85	(5.30) 15.58	(3.45) 22.85	(7.30) 11.43	(2.15) 38.09			……… Total Time ……… ……… Average speed per hour ………		(2.00) 42.85	(2.25) 35.46	(5.45) 14.90	(6.10) 13.90	(7.20) 11.69	(7.30) 11.43

Westward trains are superior to trains of the same class in the opposite direction.
First class trains meeting at Gila take siding at passenger station.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From or Beyond
11	Any Station	Amarillo, Texas

TUCSON SUBDIVISION

	EASTWARD														WESTWARD					
Car capacity of sidings	SECOND CLASS							FIRST CLASS		Distance from San Francisco		Time Table No. 94 March 4, 1928	Distance from Picacho	FIRST CLASS			THIRD CLASS			
	428	426	92	412	422	244	242	108	104					107	103	11	241	421	91	243
	Freight	Freight	Los Angeles Manifest Freight	Freight	Local Freight	San Francisco Manifest Freight	Manifest Freight	Phoenix Tucson Passenger	Argonaut			STATIONS		Tucson Phoenix Passenger	Argonaut	Apache	Manifest Freight	Local Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily
Yard WFTPBK	7.20 PM	1.50 PM	11.30 AM	7.30 AM	6.00 AM	3.00 AM	12.30 AM		4.45 AM	855.7	Block Signals	TO-R GILA 3.4	81.8		s 10.50 PM	s 12.10 AM	8.00 AM	4.30 PM	6.10 PM	10.10 PM
67 P	7.35	2.05	11.45 AM	**7.45**	6.15	3.15	12.45		f 4.53	859.1		COLEDON 6.0	78.4		f 10.41	12.01 AM	**7.45**	4.15	5.45	9.50
67 P	7.50	2.20	12.10 PM	8.00	6.35	3.35	1.00		f 5.05	865.1		TO BOSQUE 4.0	72.4		f 10.32	11.50 PM	7.15	3.55	5.25	9.30
67 P	8.05	2.35	12.25	8.15	**6.55**	3.50	1.15		f 5.13	869.1		OCAPOS 2.7	68.4		f 10.26	11.44	**6.55**	3.35	5.05	9.05
76 P	8.15	2.45	12.35	8.25	7.10	4.05	1.25		f 5.19	871.8		SHAWMUT 2.8	65.7		f 10.21	11.38	6.30	3.20	4.55	8.50
73 PY	**8.30**	**3.05**	1.05	8.40	7.40	4.30	1.40		f 5.25	874.6		TO ESTRELLA 4.8	62.9		f 10.16	11.33	6.15	**3.05**	4.45	**8.30**
68 P	8.40	3.15	1.15	8.50	7.50	4.40	1.50		f 5.32	879.4		BUCHAN 4.3	58.1		f 10.08	11.27	5.55	2.40	4.30	8.05
67 PW	8.50	3.25	1.30	9.00	8.00	4.50	2.00		f **5.39**	883.7		MOBILE 4.7	53.8		f 10.01	11.21	**5.39**	2.30	4.20	7.50
67 P	9.00	3.35	1.50	9.10	8.15	**5.05**	2.15		f 5.45	888.4		ENID 4.4	49.1		f 9.53	11.15	**5.05**	2.20	4.05	7.30
67 P	9.10	**3.50**	**2.05**	9.20	8.30	**5.51**	2.25		f **5.51**	892.8		HEATON 5.0	44.7		f 9.45	11.09	4.40	**2.05**	**3.50**	7.05
Yard WYP	**9.35**	4.20	2.45	9.35	8.55	6.30	2.50	8.00 PM	s 6.05	897.8	Block Signals	TO MARICOPA 5.1	39.7	s 10.40 AM	s **9.35**	s 11.00	4.30	1.35	3.25	6.30
67 P	10.00	4.35	**3.05**	9.50	9.20	6.50	3.05	f 8.10	f 6.15	902.9		LIRIM 4.8	34.6	f 10.33	f 9.22	10.42	4.05	1.05	**3.05**	5.40
72 P	**10.36**	4.50	3.20	10.00	9.45	7.05	3.20	f 8.17	f 6.24	907.7		BON 4.8	29.8	f 10.26	f 9.16	**10.36**	3.50	12.50	2.45	5.25
67 P	11.00	**5.05**	3.35	10.19	10.19	7.20	**3.35**	f 8.24	f 6.32	912.5		NUNEZ 6.3	25.0	f 10.19	f 9.10	10.30	**3.35**	12.35	2.35	**5.05**
94 PW House 65	11.15	5.25	4.00	10.40	10.55	7.45	3.50	s 8.35	s 6.45	918.8		TO CASA GRANDE 4.9	18.7	s 10.10	s 9.02	10.20	2.55	12.20 PM	2.20	4.40
67 P	11.25	5.35	**4.20**	11.00	11.15	8.00	4.05	f 8.43	f 6.52	923.7		ARIZOLA 4.7	13.8	f 10.01	f 8.56	10.11	2.40	11.40 AM	2.10	**4.20**
68 P	11.40	5.50	4.40	**11.20**	11.40 AM	8.35	4.20	f **8.50**	f 7.00	928.4		TOLTEC 4.7	9.1	f 9.55	f **8.50**	10.05	2.30	**11.20**	2.00	3.55
67 P	11.50 PM	6.00	5.00	11.35	12.15 PM	9.10	4.35	f 8.58	f 7.07	933.1	Block Signals	ELOY 4.4	4.4	f 9.49	f 8.42	9.58	2.20	10.45	1.50	3.45
82 PYFW	12.15 AM	6.25 PM	5.30 PM	11.55 AM	12.45 PM	**9.43** AM	5.00 AM	f 9.05 PM	f 7.12 AM	937.5		TO PICACHO	0.0	**9.43** AM	8.36 PM	9.50 PM	2.10 AM	10.25 AM	1.40 PM	3.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			81.8		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily
	(4.55)	(4.35)	(6.00)	(4.25)	(6.45)	(6.43)	(4.30)	(1.05)	(2.27)			Total Time		(0.57)	(2.14)	(2.20)	(5.50)	(6.05)	(4.30)	(6.40)
	16.64	17.85	13.63	18.52	12.12	12.18	18.18	36.65	33.39			Average speed per hour		41.79	36.63	35.06	14.02	13.45	18.18	12.27

Westward trains are superior to trains of the same class in the opposite direction.

First class trains meeting at Gila take siding at passenger station.

Schedule time and train orders apply at junction switch at Picacho.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
11	Any Station	Amarillo, Texas

Car capacity of sidings	EASTWARD						Time Table No. 94		WESTWARD		
	SECOND CLASS			FIRST CLASS	Distance from San Francisco		March 4, 1928	Distance from Christmas	FIRST CLASS	THIRD CLASS	
	128 Local Freight	136 Local Freight	132 Mixed	36 Phoenix Winkelman Passenger					35 Winkelman Phoenix Passenger	131 Mixed	127 Local Freight
	Leave Mon. Wed. Fri.	Leave Tues. Thur. Sat.	Leave Tues. Thur. Sat.	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Tues. Thur. Sat.	Arrive Tues. Thur. Sat.
79 P Spur 5	11.10AM			9.50AM	923.6		McQUEEN	86.9	f 4.40PM		2.00PM
							3.4				
46 House 27	11.20			s 9.58	927.0	TO	GILBERT	83.5	s 4.32		1.45
							5.0				
P House 27	11.35			f 10.08	932.0		HIGLEY	78.5	f 4.21		1.10
							3.6				
House 10	11.45			f 10.15	935.6		GERMANN	74.9	f 4.14		1.00
							2.5				
15	11.55AM			f 10.20	938.1		RITTENHOUSE (Spur)	72.4	f 4.09		12.50
							3.5				
PW House 55	12.10PM			f 10.26	941.6		QUEEN CREEK	68.9	f 4.03		12.40
							8.2				
House 45 Spur 20	12.50			s 10.44	949.8	TO	MAGMA	60.7	s 3.48		12.10PM
							6.7				
P	1.10			f 10.57	956.5		FLORENCE JCT.	54.0	f 3.34		11.20AM
							2.5				
28 PW House 17	1.40			s **11.10**	959.0	TO	FLORENCE	51.5	s 3.28		**11.10**
							0.5				
6					959.5		STANCO (Spur)	51.0			
							2.3				
2				f	961.8		BARR (Spur)	48.7	f		
							4.9				
9	2.05			f 11.26	966.7		MUNN (Spur)	43.8	f 3.04		10.10
							1.6				
7				f	968.3		DIVERSION (Spur)	42.2	f		
							0.7				
House 27	2.15			f 11.30	969.0		PRICE	41.5	f 3.00		10.00
							6.2				
P House 27	**2.46**			f 11.45	975.2		COCHRAN	35.3	f **2.46**		9.40
							4.5				
12	3.05			f 11.55AM	979.7		BUTTES (Spur)	30.8	f 2.36		9.25
							3.4				
P House 26	3.20			f 12.03PM	983.1		ZELLWEGER	27.4	f 2.28		9.15
							1.5				
3				f	984.6		WOOLEY (Spur)	25.9	f		
							3.2				
Yard PW	4.10			s 12.25	987.8	TO-R	RAY JUNCTION	22.7	s 2.16		9.00
							1.2				
2				f	989.0		ERMAN (Spur)	21.5	f		
							5.9				
P House 32	4.30			f 12.40	994.9		BRANAMAN	15.6	f 1.53		8.25
							4.3				
Y	4.45			12.53	999.2		BURNS WYE	11.3	1.43		8.10
							0.5				
House 36	4.50			f 12.56	999.7		BURNS	10.8	f 1.41		8.05
							0.5				
Yard BKWFP	5.00PM	6.00AM		s 1.00	1000.2	TO-R	HAYDEN JCT	10.3	s 1.38		8.00
							1.9				
House {17 P 13}		6.10		s 1.15	1002.1	TO	HAYDEN	8.4	s 1.30		7.45
							1.4				
P House 15		6.20AM	6.30AM	s 1.20PM	1003.5	TO-R	WINKELMAN	7.0	1.25PM	s 7.30AM	7.35AM
							1.2				
6			f		1004.7		ROCK QUARRY (Spur)	5.8		f	
							2.3				
4			f		1007.0		FINNEY (Spur)	3.5		f	
							3.5				
P House 43			s 7.02AM		1010.5		CHRISTMAS	0.0		7.07AM	
	Arrive Mon. Wed. Fri.	ArriveTues. Thur. Sat.	Arrive Tues. Thur. Sat.	Arrive Daily Ex. Sunday			(86.9)		Leave Daily Ex. Sunday	Leave Tues. Thur. Sat.	Leave Tues. Thur. Sat.
	(5.50)	(0.20)	(0.32)	(3.30)			Total Time		(3.15)	(0.23)	(6.25)
	13.16	10.50	12.94	22.83			Average speed per hour		24.58	18.00	12.45

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 36 is superior to No. 35.

Schedule time and train orders apply at junction switch at McQueen.

EASTWARD TUCSON SUBDIVISION—MARICOPA BRANCH WESTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings	FIRST CLASS		Distance from San Francisco via Phoenix		STATIONS	Distance from Maricopa	FIRST CLASS	
	38 Phoenix Maricopa Passenger	108 Phoenix Tucson Passenger					107 Tucson Phoenix Passenger	37 Maricopa Phoenix Passenger
	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
P	8.20 PM	7.02 PM	915.3		TEMPE JCT.	25.8	11.38 AM	12.08 AM
					2.4			
House 21	f 8.25	f 7.07	917.7		PETERSON	23.4	f 11.33	f 12.03 AM
					2.4			
53	f 8.31	f 7.13	920.1		HELENA	21.0	f 11.27	f 11.57 PM
					2.9			
PY	f 8.37	f 7.19	923.0		WEST CHANDLER	18.1	f 11.20	f 11.50
					5.5			
58	f 8.47	f 7.29	928.5		ALICIA	12.6	f 11.11	f 11.41
					3.2			
4	f	f	931.7		RIVERA (Spur)	9.4	f	f
					1.6			
P House 22	f 8.56	f 7.38	933.3		SACATE	7.8	f 11.02	f 11.32
					7.8			
Yard WYP	s 9.15 PM	s 7.55 PM	941.1	TO-R	MARICOPA	0.0	10.45 AM	11.15 PM
	Arrive Daily	Arrive Daily			(25.8)		Leave Daily	Leave Daily
	(0.55)	(0.53)			Total Time		(0.53)	(0.53)
	28.15	29.21			Average speed per hour		29.21	29.21

EASTWARD TUCSON SUBDIVISION—TEMPE BRANCH WESTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings	Distance from San Francisco		STATIONS	Distance from Normal Jct.
Yard WYP	914.4	TO	TEMPE	2.1
			1.0	
	915.4		P. & E. JCT.	1.1
			1.1	
	916.5		NORMAL JCT.	0.0
			(2.1)	

EASTWARD TUCSON SUBDIVISION—MESA BRANCH WESTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings	Distance from San Francisco		STATIONS	Distance from Mesa
	915.4		P. & E. JCT.	7.6
			0.7	
House 15	916.1		CREAMERY	6.9
			5.0	
House {31 31	921.1		NORTH MESA	1.9
			1.9	
Yard PWY	923.0	TO	MESA	0.0
			(7.6)	

EASTWARD TUCSON SUBDIVISION—CASABA BRANCH WESTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings		Distance from San Francisco	STATIONS	Distance from Casaba
	P	931.0	POZO JCT.	4.5
			0.7	
15		931.7	POZO (Spur)	3.8
			2.5	
13		934.2	NARANJA (Spur)	1.3
			0.4	
House 27 Spur 18		934.6	GOODYEAR	0.9
			0.9	
16	Y	935.5	CASABA (Spur)	0.0
			(4.5)	

EASTWARD TUCSON SUBDIVISION—FLORENCE BRANCH WESTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings		Distance from San Francisco		STATIONS	Distance from Florence Jct.
81 House 34	WYP	958.2	TO	POSTON	6.5
				3.8	
3		962.0		PARSONS (Spur)	2.7
				2.7	
		964.7		FLORENCE JCT.	0.0
				(6.5)	

EASTWARD YUMA SUBDIVISION—LITCHFIELD BRANCH WESTWARD

Time Table No. 94

March 4, 1928

Car capacity of sidings		Distance from San Francisco	STATIONS	Distance from Litchfield Park
64 House 32	YP	889.7	LITCHFIELD	5.0
			3.7	
		893.4	BARN (No siding)	1.3
			1.3	
20		894.7	LITCHFIELD PARK (Spur)	0.0
			(5.0)	

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 38 is superior to No. 37.

TUCSON SUBDIVISION

Car capacity of sidings	EASTWARD SECOND CLASS 482 Local Freight Leave Daily Ex. Sunday	168 Mixed Leave Tues. Thur. Sat.	FIRST CLASS 122 Mexican Express Leave Daily	Distance from San Francisco		Time Table No. 94 March 4, 1928 STATIONS	Distance from Nogales	WESTWARD FIRST CLASS 121 Mexican Express Arrive Daily	THIRD CLASS 167 Mixed Arrive Mon. Wed. Fri.	481 Local Freight Arrive Daily Ex. Sunday
Yard WFCTP YBK	6.30AM		9.45AM	983.9	TO-R	TUCSON 0.8	65.9	s 3.25PM		3.40PM
				984.7		T. & N. R. R. JCT. 2.2	65.1			
	6.45		9.55	986.9		SOUTH LINE CROSSING 3.0	62.9	3.11		3.25
60	6.55		f 10.03	989.9		AGUIRRE 3.9	59.9	f 3.05		3.05
60	7.05		f 10.10	993.8		XAVIER 4.8	56.0	f 2.58		2.40
60	7.15		f 10.18	998.6		FELIX 3.8	51.2	f 2.50		2.25
120 PW House 32	7.30		f 10.25	1002.4		SAHUARITA 4.6	47.4	f 2.43		2.15
62	7.40		f 10.34	1007.0		HARTT 3.4	42.8	f 2.34		2.00
House 13	7.50		f 10.40	1010.4		CONTINENTAL 1.7	39.4	f 2.28		1.50
63 House 31	8.00		f 10.44	1012.1		MORALES 1.5	37.7	f 2.24		1.45
12			f	1013.6		HACKETT (Spur) 2.7	36.2	f		
62 House 41	8.10		f 10.52	1016.3		CANOA 2.2	33.5	f 2.17		1.35
			f	1018.5		SOPRI (No Siding) 2.6	31.3	f		
P House 62	8.25		s 11.01	1021.1	TO	AMADO 4.5	28.7	s 2.08		1.25
61	8.38		f 11.10	1025.6		CHAVEZ 2.5	24.2	f 1.59		1.15
3			f	1028.1		SOTOS CROSSING (Spur) 1.5	21.7	f		
61 W House 32	8.50		f 11.18	1029.6		TUBAC 4.6	20.2	f 1.52		1.05
62 House 31	9.03		f 11.27	1034.2		OTERO 3.2	15.6	f 1.43		12.55
62 House 33	9.12		f 11.33	1037.4		SILVA 2.7	12.4	f 1.37		12.45
PY	9.25	8.15PM	f 11.40AM	1040.1		CALABASAS 2.4	9.7	f 1.31	10.40AM	12.37
House 6			f	1113.8		PLOMO 1.7	7.3	f		
			f	1115.5		SAXTON (No Siding) 5.6	5.6	f		
Yard WFCT PBK	10.00AM	s 8.40PM	s 12.05PM	1121.1	TO-R	NOGALES	0.0	1.05PM	10.15AM	12.05PM
	Arrive Daily Ex. Sunday	Arrive Tues. Thur. Sat.	Arrive Daily			(65.9)		Leave Daily	Leave Mon., Wed. Fri.	Leave Daily Ex. Sunday
	(3.30) 18.83	(0.25) 23.28	(2.20) 28.24			Total Time Average speed per hour		(2.20) 28.24	(0.25) 23.28	(3.35) 18.39

Westward trains are superior to trains of the same class in the opposite direction, except No. 122 is superior to No. 121.

Mile posts between Calabasas and Nogales distance via Benson.

Trains and engines must move on main track, between South Line Crossing and North Yard, Tucson, including both legs of the wye, with caution, expecting to find track occupied.

TUCSON SUBDIVISION

SOUTH LINE

Car capacity of sidings	EASTWARD	Distance from San Francisco	Time Table No. 94 March 4, 1928 STATIONS	Distance from El Paso	WESTWARD
P		982.8	SOUTH LINE JCT. 1.7	341.9	
PCW Yard		984.5	SOUTH YARD 2.0	340.2	
P		986.5	SOUTH LINE CROSSING 2.0	338.2	
P 85		988.5	ALDONA 1.9	336.2	
P		990.4	SOUTH YARD JCT.	334.3	
			(7.6)		

The track on the left as viewed in moving from South Line Junction to South Yard will be used as the main lead in both directions.

Trains and engines must move between South Yard Jct. and South Line Jct., Tucson Yard, with caution expecting to find track occupied.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service	65 Market Street, San Francisco.
Yuma	Wm. Baird
Phoenix	C. A. Sheldon
Tucson	F. E. Adams G. F. Van Sickle
Nogales	E. M. Mather

RULE 6 (A). Fuel oil stations will be designated with letter "F", coaling stations with letter "C", both oil and coal "FC."

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running, if displayed beyond the first rail of an adjoining main track.

RULE 10 (H) and Maintenance of Way **RULE 1015** are amended to read one-half mile instead of one-quarter mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

RULE 14. At junction points when recalling flagman on diverging route use:
Four long and one short sound of steam whistle to recall flagman from the west.
Five long and one short sound of steam whistle to recall flagman from the east.
At Wellton and Picacho the Phoenix Line is diverging route.

Use these whistle signals to recall flagman on second main track between Phoenix and Kendall.

RULE 14 (L). Repeat signal so that last sound ends as engine reaches crossing.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated, will register:

Phoenix (Union Station) Trains originating and terminating.

Registration of eastward trains terminating at Phoenix Union Station will be transmitted by telephone by the operator at Phoenix Union Station to the operator at Phoenix Yard Office, who will enter same on Phoenix Yard Office register. Operators will be held responsible for proper transmission and entry, and the entry must be verified by the receiving operator, repeating registration to the sending operator.

Calabasas—Trains 121 and 122, 167 and 168.

Engineers of light engines arriving Tucson from Rio Grande Division will leave register ticket Form 2642 with engine dispatcher who will deliver promptly to telegraph office and operator will enter information from this form to register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
Phoenix.—Yard office, first class trains.

RULE 83 (D). Trains must obtain clearance card before leaving:

Phoenix Union Station	Trains originating.
Phoenix Yard Office	Trains originating.
Tempe	Trains to and from Tempe Branch.
Maricopa	Trains to and from Maricopa Branch.

RULE S-90. Trains approaching Phoenix will sound whistle 14-M as follows: Eastward at 23rd Avenue highway crossing; westward at 24th Street; instead of at station one mile boards.

Rule 93. Yard limits—Are defined by yard limit signs at the following stations Yuma, Phoenix, Mesa, Ray Jct., Hayden Jct., Gila, Tucson, Nogales.

RULE 98. Railroad crossings and junctions not interlocked:
Phoenix.—All trains and engines stop before crossing A. T. & S. F. wye.
Tucson.—All trains and engines stop before passing over crossing of Nogales Branch and South Line tracks.

Normal position of switches at the end of double track and at junctions will be as follows:

East Yard—Westward track.
Dome—Westward track.
Wellton—Westward track (Phoenix Line).
Wellton—Eastward track (Gila Line).
Litchfield—Phoenix Line.
Phoenix—(West end double track.) Eastward track.
Phoenix—(East end double track.) Westward track.
Tempe—Phoenix Line.
Tempe Junction—Phoenix Line.
P. & E. Junction—Tempe Branch.
Normal Junction—Phoenix Line.
Mesa—Phoenix Line.
McQueen—Phoenix Line.
Pozo Junction—Phoenix Line.
Florence Junction—Christmas Branch.
Poston—Phoenix Line.
Picacho—Gila Line.
Stockham—Eastward track.
Tucson—T. & N. R. R. Jct.—For east leg of wye leading to freight yard.

RULE D-151. Between Polvo and west end of double track at west end of car shed, just east of yard office, Tucson, trains must keep to the left.

RULE D-152. Within block signal limits, after switches of a cross-over are thrown wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULES 205 and 209. In connection with these rules, each telegrapher after repeating to Train Dispatcher from the new copies must sign his own name on the new copies, instead of the name of the operator that appears on the copy previously made. Dispatchers will make record of same in train order books.

RULE 211. When head end of train fails to catch Form 19 train order or clearance card when passing telegraph office, telegrapher will not make delivery to rear end, but will make every possible effort to stop the train by giving stop signals.

In case either end of the train misses the orders or clearance card, telegraphers will notify dispatcher and make telegraphic report to Superintendent.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps located at:
Gillespie—(Overlap on signal 8496) Eastward trains.
McQueen—(Overlap on signal 9218) Eastward trains.

RULE 672. The numbers on interlocking signals within block signal limits which are part of the block system governing beyond interlocking limits will have a prefix "S."

RULE 820. Enginemen who have had less than 610 days actual experience as enginemen in freight service and less than 60 days experience on the division must not be used in passenger service.

When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to the train, the experienced men to handle the leading engine.

RULE 866. This rule is extended to include spurs at Tyson, Clanton, Athel, Camel and Crag.

RULE 867. Westward freight trains stop at least 10 minutes at Bosque and 5 minutes at Saddle.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 873. Modified as follows: Freight brakeman must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

RULE 875. Running air brake test must be made as follows: Eastward and westward at Mohawk, westward at Estrella and Harqua.

RULE 876. Standing air brake test must be made by westward freight and mixed trains at Estrella and Harqua. Westward trains stopped at Gillespie make standing airbrake test there instead of Harqua; except, if afterwards stopped between these stations or at Harqua, rule will apply at last stop, and, in any case, test must be made immediately before departure of train.

At Estrella this test must also be made immediately before departure.

RULE, page 77, governing **CLEARANCE CARD,** is modified to the extent that when clearance card bears wrong date, it will not be necessary to stop and receive new clearance card, but conductor and engineman will be required to make report to Superintendent at first open train-order office.

BLOCK SIGNALS.

Block signals Phoenix governing movement over crossing of S. P. R. R. and tail of A. T. & S. F. R. R. wye, and the junction switch of the Phoenix Line and west passenger lead. This does not supersede Rule 98, page 11, current timetable.

Normal position of junction switch will be for movement to and from Phoenix Union Station.

Upper arm of block signal 9052, located 500 feet west of crossing, will indicate "PROCEED", when junction switch is normal. Lower arm of signal 9052 will indicate "PROCEED", when junction switch is lined for movement on Phoenix main track.

Block signal 9053, located 400 feet east of junction switch on west passenger lead, will indicate "PROCEED", when junction switch is in normal position.

Block signal 9055 located 800 feet east of junction switch on Phoenix main track, will indicate "PROCEED", when junction switch is lined for movement on Phoenix main track.

Dwarf light signals will govern train and engine movements over junction switch of S. P. R. R. and A. T. & S. F. R. R. located 1200 feet west of Phoenix, Union Station.

Normal position of this junction switch is for A. T. & S. F. R. R.

Signal 9059 located 10 feet east of junction switch is a three light dwarf signal; green indicates "PROCEED", when switch is normal; yellow indicates "PROCEED" when switch is lined for movement of S. P. trains.

Signal 9054 located on A. T. & S. F. R. R. 500 feet west of junction switch is a two-light dwarf signal; green indicates "PROCEED", when switch is normal.

Signal 9056 located on S. P. R. R. 500 feet west of junction switch is a two-light dwarf signal; yellow indicates "PROCEED", when switch is lined for movement of S. P. trains.

Block signals governing movements over east end double track Phoenix.

Normal position of signal 9074 located 500 feet west of east end of double track will be "STOP". This signal will indicate "PROCEED" only when switch at end of double track is lined for movement from eastward track to single track.

When block signal 9075 is in STOP position, westward trains and engines must examine spring switch at east end of double track, Phoenix Yard, before proceeding.

When eastward trains are to meet or wait for opposing trains while occupying main track at Kendall, such trains will stop west of block signal 9112.

Eastward trains on second main track will be governed by position of block signals 9112 and 9113 before entering main track.

Block signal 9796 Phoenix Line, Picacho, will indicate "PROCEED" only when switches are lined for movement to Gila Line.

Westward trains except first class and light engines, must not pass cross-over switch near block signal 9851 east end Tucson yard without proceed signal from yardman.

Block signal 9846 Nogales Branch will indicate "PROCEED" only when switches are lined for movement from Nogales Branch to westward main track.

INTERLOCKING
EAST YARD

Switch at end of double track electrically controlled and operated from telegraph office.

Limits extend from 3-arm signal 600 feet east of telegraph office to dwarf signal on westward track and to one-arm signal on eastward track 50 feet west of telegraph office.

WELLTON

The two cross-over switches 4,000 feet east and the two cross-over switches 400 feet west of station are electrically controlled and operated from telegraph office.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by operator.

On eastward distant signal mast at west end, there is a two-light take siding indicator. Upper light lettered "M" when illuminated, indicates to proceed on eastward main track. Lower light lettered "S" indicates to take siding at west switch.

Telephone connected with telegraph office is located in box on side of booth at each end of plant, and when yellow hand signal cannot be seen, trains stopped at either end of plant will call operator by telephone, advising him of route, and secure his approval for throwing switches by hand, in event that the electrical appliance controlling switches is inoperative.

Crank for use on switch machine will be found in cutout circuit controller box located on outside telephone box. To throw switches by hand, after securing authority from operator, unlock cap on side of switch mechanism secured by switch lock, insert crank, grinding switch or switches over until they lock to route desired, after which operator can clear signal if in working order.

After train has passed over switches, switches must be relined, caps on mechanism restored and locked, and crank returned to circuit controller box.

Dwarf signals are colored light signals.

Limits on double track extend from 2-arm signal on Gila Line and 2-arm signal on Phoenix Line 4,000 feet east of telegraph office to light signal on westward track 400 feet west of telegraph office and to 2-arm signal on eastward track 1,000 feet west of telegraph office.

INTERLOCKING—Continued

STOCKHAM

Switch at end of double track, and two cross-over switches 3,300 feet east of telegraph office are electrically controlled and operated from telegraph office.

Telephone connected with telegraph office is located in booth 3,300 feet east of telegraph office, and when yellow hand signal cannot be seen, trains stopped at east end of plant will call operator by telephone advising him of route and secure his approval for throwing switches by hand, in event the electrical appliance controlling switches is inoperative.

Crank for use on switch machine will be found on hook near telephone in booth. To throw switches by hand, after securing authority from operator, unlock cap on top of switch mechanism secured by switch lock, insert crank, grinding switch or switches over until they lock to route desired, after which operator can clear signal if in working order.

After train has passed over switches, switches must be relined, caps on mechanism restored and locked, and crank returned to telephone booth.

Limits on double track extend from 3-arm signal 3,750 feet east of telegraph office to 3-arm signal 250 feet west of telegraph office.

SIXTH AVENUE, TUCSON

Normal position of derailing switch in westward main track on west side of 6th Avenue, is to derail.

Movements governed as follows:

Eastward main track to passenger yard by top arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Eastward main track to freight yard by lower arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Passenger yard to westward main track by top arm of double arm dwarf signal located 6th Avenue.

Passenger yard to eastward main track by lower arm of double arm dwarf signal located 6th Avenue.

Freight yard to westward main track by top arm of double arm dwarf signal located east of derail. Freight yard to eastward main track by lower arm dwarf signal located east of derail.

Westward main track to freight yard also to passenger yard through cross-over by dwarf signal located opposite double arm dwarf signal 600 feet west 6th Avenue.

Limits extend from single arm dwarf at derail on westward track to signal 9835 and from 2-arm dwarf signal on eastward track opposite signal 9835, 500 feet to 2-arm dwarf signal.

Hand signals permitted by Rule 628 may be given from tower.

WHISTLE SIGNALS AS FOLLOWS:

Against current of traffic (——o).
For diverging route (o——o).
For siding (——o——).

MISCELLANEOUS

1. The line Wellton to Picacho via Phoenix will be known as the Phoenix Line and the line Yuma to Tucson via Gila, as the Gila Line.

2. On freight trains, retainers will be used on grades in accordance with Rules Nos. 55 and 56, of "Rules and Regulations Governing Air Brakes, effective May 1, 1926," as follows:

Estrella to Gila and Harqua to Saddle.

Trains of less than 100 M's per operative brake, when necessary in judgment of conductor and engineman of train.

Trains of more than 100 M's per operative brake, use 10 to 15 retainers solid on head end.

Freight trains, using retainers on any grade of over one per cent, will not exceed twenty-five miles per hour, and where such grade is more than five miles in length will not exceed twenty miles per hour for any one mile of the first three miles.

3. Trains, leaving a stretch of continuously block-signaled track, will leave a fusee near the last signal, as it is possible a train is following less than ten minutes. Conductor and engineman, of a train leaving a stretch of continuously block-signaled track, having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead, will space themselves at the last signal in accordance with Rule 91.

4. Enginemen or other train service employes noting appearance of broken rail or angle bar will stop train and determine nature of defect; and in case of broken rail or angle bar a flagman must be left to afford proper protection until relieved.

5. Wooden underframe flat cars must be placed next to caboose and not between loads.

6. When necessary to handle passenger equipment in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

7. When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding eight miles per hour. Responsibility for collision on siding placed with moving train.

8. Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal.

9. Enginemen using coal-burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all coal chutes, which are constructed of wood, engines must be moved a safe distance before dumping cinders, to prevent fire.

10. Employes must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

11. Passenger trains helping freight trains to avoid doubling of freight trains or to place freight trains on siding must uncouple engine from passenger equipment before starting movement.

12. Train and yardmen will use tail hose on all work trains backing between stations and over street crossings within the city limits.

13. Siding capacity, in car lengths is computed as follows: Allow for the two distances from points of switches to clearance points by deducting 450 feet from total length of track and divide remaining length by 45 feet.

14. Trains and engines must stop and be preceded by flagman crossing 1st, 2nd, 3rd and 4th Streets, Yuma, where tracks traverse Madison Avenue.

15. At Dome, when telegraphers are on duty, they will handle switches at west end of double track.

16. Spring switch of oil buffer shock absorber type at west end of passenger lead to main track, Phoenix Yard, normal position for passenger lead. Westward trains and engines on main track may run through this switch.

Also one of these switches at east end of double track, Phoenix Yard, normal position for westward track. Eastward trains and engines may run through this switch.

Trains and engines when stopped or standing on any portion of these switches must not attempt reverse movement or take slack in train until position of switch has been properly lined by hand, which must be done only when switch points are entirely clear.

Speed of 8 miles per hour must not be exceeded and running switches not permitted over these switches.

17. Double track extends through Phoenix yard between 3rd Avenue just east of Union Station and a point 300 feet east of yard office.

18. Eastward trains may use westward track from east switch old yard Phoenix to East end of double track under flag protection.

19. Track south of main track between east end Phoenix yard and Kendall east switch, may be used by freight trains when authorized by train order and this track will be known as "Second Main Track."

Trains using this track and main track may identify each other between Phoenix and Kendall while train in motion, but approaching trains must reduce speed to not exceed 20 miles per hour in order that positive identification may be made by all trainmen and enginemen.

Should there be any doubt due to weather conditions or otherwise, as to the proper identification of superior trains, or signals displayed, eastward trains must not proceed beyond east switch Kendall without first obtaining information from train dispatcher, as per Rule 83.

Trains using this "Second Main Track" must comply with all single track rules, displaying markers as per Rule S-19.

20. Entrance to Arizona Packing Co. plant, Cactus, protected by gates, which must be kept closed and locked.

21. Trains or engines must not use Tempe or Mesa Branches, without train-order authority.

22. Trains and engines must be preceded by a flagman crossing State Highway, 400 feet east of wye switch, and 8th St., Tempe, on Tempe Branch.

23. Manually operated signal in operation Hayden Junction, to govern the movement of trains between Winkelman switch (MP 1000.5, 1584 feet east of Hayden Junction) and Hayden Junction telegraph office. This signal is equipped with yellow blades and red and yellow light indications. When arm is extended at right angles and in addition a red light at night, indicates—"STOP". When arm is extended upward at an angle of 60 degrees by day and in addition a yellow light by night, indicates—"PROCEED WITH CAUTION." Enginemen will call for this signal by one long and one short blast of the steam whistle and will not foul Winkelman switch until this signal has been placed in the proceed with caution position.

This signal is located immediately in front of Hayden Junction telegraph office and on south side of main track.

Winkelman switch, east of Hayden Junction, must be left set for the R. & G. V. Railroad leading to Hayden Mill. Westward trains moving between Hayden and Hayden Junction on Winkelman line and R. & G. V. Railroad, STOP, before fouling adjacent track.

24. Entrance to R. C. C. Co. plant, Hayden, protected by gates which must be closed and locked at night.

25. At Picacho, when telegraphers are on duty, they will handle switches near telegraph office for movements to and from Phoenix Line and to and from siding.

Whistle signals as follows:
Westward trains enroute Phoenix Line (o—o).
Eastward trains for siding (——o——).

26. Trains use sidings at Mohawk as follows: Eastward trains track No. 2, and westward trains track No. 1.

27. Trains use sidings at Sentinel as follows: Westward trains except first-class, east siding; westward first-class and eastward trains west siding.

28. Trains and engines must run with caution a sufficient distance before reaching crossing of electric street railway, Stone Avenue, Tucson.

29. Not less than 15 hand brakes on west end and 10 hand brakes on east end must be set on all freight trains arriving North yard, Tucson. These brakes must be set with brake club after train has stopped. Brakes to be set commencing at the west and east ends of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are others set to replace those released.

Two hand brakes must be set on the head and two on rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

30. Freight trains must not back out Tucson yard without a signal from herder at east end of yard.

31. Trains and engines must be preceded by flagman crossing Congress and Simpson Sts., South yard, Tucson.

32. Rio Grande Division crews delivering trains in South Yard will return to North Yard via South Line crossing and Nogales Branch.

33. Supplementing rules and regulations governing the care and operation of air brakes and air signal apparatus:

INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES.

(1) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(2) At all terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(3) Before coupling locomotive to any train at any time, brake pipe must be blown out at angle cock on end of locomotive next to train, by opening anglecock fully. During the blowing out the engineer must put his brake valve handle to release position.

(4) Whenever any cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(5) Before starting descent of grade with a freight train, the brake pipe at the forward portion of train must be blown out by uncoupling the hose between the first and second cars, then open angle cock on head end of second car and rear of first car.

(6) An emergency hose must be applied on freight trains at the most accessible place between the eighth and fifteenth cars from the head end.

(7) Instructions in Nos. 1 and 4 apply irrespective of climatic conditions or time of year. Nos. 2, 3, 5 and 6 must be put into effect whenever freezing weather is liable to be encountered and apply between October 1st and April 1st, before descending grades as follows:

Harqua to Saddle.
Mohawk to Pembroke.
Mohawk to Kim.
Sentinel to Lava.
Estrella to Gila.
Hayden Mill to Hayden Junction.

MISCELLANEOUS—Continued

CITY ORDINANCES

(Speed shown in speed restrictions.)

YUMA—Engine must be attached to all cars handled over crossings.

DERAILERS IN MAIN TRACK

Derailing switch 400 feet west of cattle guard 892-C Litchfield Branch.

Derailing switch 250 feet east of west switch Christmas.

Derailing switch 579 feet west of west switch Nogales, may be run through by eastward trains. Normal position this switch for derail. No train must pass over it at a speed to exceed 6 miles per hour.

TELEGRAPHONE CALLS

West Chandler, Section House: —— —— —— —— ——.
Sacate: —— —— ——.
Ray Junction: ——.
Hayden Junction: 0 —— ——.
Winkelman: —— —— o o o.

The emergency call to be used by trainmen will be a succession of short rings.

Following tracks not to be used by 3200, 3600, 3700 or 4300 class engines:

Araby	Spur.
Wellton	Spur.
Pembroke	Spur.
Mohawk	West Spur.
Stoval	Spur.
Aztec	House.
Stanwix	Spur.
Delosa	Wye.
Sentinel	House.
	Pump Spur.
Tartron	Spur.
Maricopa	North House.
	No. 4.
	No. 5.
	South Leg Wye.
Casa Grande	Stock.
	Cotton Gin Spur.
Eloy	South Lettuce Spur.
Tempe	Tempe Milling Co. and Phoenix Mill Spurs.
Mesa Branch	between P. & E. Jct. and Creamery.

Following tracks not to be used by above class engines nor by Consolidation or Atlantic type engines:

South track between Kendall and Salt River Bridge. (Nor by 1800 class.)
Tempe: Rock Quarry, Gravel Pit and Pumping Plant spurs.
Track east of Tempe to old Santa Fe Bridge.
Mesa Branch east of Creamery. (Nor by 1800 class.)

Mesa	Drew's Spur (must back in).
Mesa	Water Users' Spur.
Magma	Spur.
Munn	Spur.
Buttes	Spur.
Finney	Spur.
Casaba Branch	(Nor by 1800 class).
Sacate	Wood spur.

Heavier than 1800 class engines must not be used on West Chandler wye and Stock Corrals, Hansen Branch and Litchfield Branch.

Heavier than 3200 class engines must not be used between Winkelman and Christmas, or use sidings between Maricopa and Tempe Junction.

Heavier than 1200 class engines must not use Standard Oil Spur, Tucson.

Engines must not use:
Elevated trestle north of Mesa used by electric light plant for unloading.
Spurs Florence, Burns, Sacate.
Arizona Southern tracks, including wye, at Red Rock.
3600 and 4300 Class, turntable, Phoenix.

SPEED RESTRICTIONS

Maximum speed of passenger trains 60 miles per hour, which must not be exceeded; freight and mixed trains 35 miles per hour, subject to restrictions as shown elsewhere.

Page	BETWEEN	Passenger	Freight	Engines Backing
......	Through interlocking limits with caution			
......	Through crossovers, turnouts, except East Yard, Dome, and 2 east crossovers Wellton	8	8	8
	Gila Line			
2-3	Yuma, street crossings	5	5	5
2-3	Yuma yard, Colorado River bridge and switch 800 ft. east of subway	15	10	10
2-3-6	East Yard, Dome, and 2 east crossovers Wellton	20	20	15
2-3	M. P. 748.6 and 755.2	30	30	20
2-3	Curves M. P. 756 and 763	50	35	20
6	M. P. 792.5 and Culvert 794A	30	30	20
6	M. P. 823.6 and 825.2	30	30	20
6-7	Gila yard, west and east switches	15	10	10
7	Bridge 866B and M. P. 867.4	50	35	20
7	M. P. 867.9 and trestle 870A	30	30	20
7	Switches Shawmut	50	35	20
	Phoenix Line			
2-3	Curves, M. P. 775.8 and 778.3	50	35	20
2-3	Curves, M. P. 845.4 and 847.8	50	35	20
2-3	Curves, M. P. 886.9 and 888.1	50	35	20
2-3	Curves, M. P. 890.0 and 891.3	50	35	20
2-3	Curves, M. P. 893.0 and 895.0	50	35	20
2-3-4-5	Phoenix Yard, 19th Ave. and 18th St.	15	10	10
4-5	Phoenix and Picacho	50	35	20
4-5	M. P. 912.5 and 913.4	50	35	20
4-5	Kendall and Phoenix yard limits (second track)	25	25	15
4-5	Kendall and Salt River bridge (south track)	6	6	6
4-5	First curve west Salt River bridge	15	15	10
4-5-9	Tempe, corporate limits	10	10	10
4-5	Mesa yard, west switch and west city limits	15	10	10
4-5-9	Mesa, corporate limits	10	10	10
4-5	Curve, M. P. 921.8	10	10	10
4-5	Chandler, corporate limits	20	20	20
9	Litchfield branch	20	20	15
9	Maricopa branch	45	30	20
9	Tempe branch	20	20	15
9	Mesa branch	15	15	10
9	Casaba branch	20	20	15
9	Florence branch	30	30	20
	Christmas Branch			
8	McQueen and Price	40	30	20
8	Curve, M. P. 955.6	35	25	20
8	M. P. 964.0 and 964.7	30	20	15
8	Price and Christmas	30	30	20
8	Curve, M. P. 974.1	15	15	10
8	Curve, M. P. 976.3	20	20	10
8	M. P. 980.0 and 980.7	15	15	10
8	Curve, M. P. 981.0	25	20	15
8	Curve, M. P. 981.8	25	20	15
8	M. P. 982.0 and 987.2	25	25	15
8	Ray Junction yard	10	10	10
8	R. & G. V. R. R.	15	15	10
8	Hayden Junction yard	10	10	10
4-5	Tucson, north yard, South Line Jct. and block signal 9851	15	10	10
10	Tucson, south yard, South Line Jct. and South Yard Jct.	10	10	10
10	Tucson yard, South Line Crossing and north yard via Nogales branch	15	10	10
10	Tucson and Nogales	40	35	20
10	Nogales yard, corporate limits	6	6	6

SPEED OF LIGHT ENGINES	Running Forward	Running Backward
Mogul	45	25
Mikado	40	25
Mountain	50	25
Consolidation—Class C-5, C-8, C-9, C-10, C-18 and C-19	40	25
Consolidation—Class C-20, C-21, C-22 and C-23	35	25
2-10-2 Type	35	25

	M. P. H
2-10-2 Class in passenger service as follows:	
(a) Only Tangent track	45
(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines;	
(c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2—3653 and higher in other service 30 miles per hour on tangent track and curves of less than 6 degrees and 20 miles per hour on curves of 6 degrees and over.	
Engines running light, must not exceed freight train speed, unless otherwise directed.	
2900 class, 4200 class—in passenger service	40
4000 class—in passenger service	35
Freight consolidation and Mikado—in passenger service	45
Mk-4 class passenger service	35
Mk-4 class freight service	25
Moving cars ahead of engine	20
Mikado engines between Winkelman and Christmas	20
Yard engines	20
Engines backing coupled in trains or light on main track	25
Same on Branches	20
Engines with broken spring hangers	25
Trains handling relief outfit, except	25
Curves 4 degrees or over	15
Oil-burning road engine in passenger service with tenders of less than 9,000 gallons water capacity	40

Six-degree curves or over are located between: Blaisdell and Dome, Mohawk and Kim, Bosque and M. P. 870, Tempe and Cactus, Mesa Branch, First curve east Mesa, first curve east McQueen (Christmas Branch), curve M. P. 955.6 (Christmas Branch), Barr and Munn, Price and Erman, Branaman and Hayden, Winkelman and Christmas.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10.00	21	2.51	31	1.56	41	1.27	51	1.11
8	7.30	22	2.43	32	1.52	42	1.25	52	1.09
10	6.00	23	2.36	33	1.49	43	1.23	53	1.08
12	5.00	24	2.30	34	1.45	44	1.21	54	1.07
15	4.00	25	2.24	35	1.42	45	1.20	55	1.06
16	3.45	26	2.18	36	1.40	46	1.18	56	1.04
17	3.31	27	2.13	37	1.37	47	1.16	57	1.03
18	3.20	28	2.08	38	1.34	48	1.15	58	1.02
19	3.09	29	2.04	39	1.33	49	1.13	59	1.01
20	3.00	30	2.00	40	1.30	50	1.12	60	1.00

DISTRICT	RULING GRADES		
	Per Cent Grade	Degree Curve	Equivalent Grade
Yuma to Phoenix	1.00	10°00′	1.00
Phoenix to Yuma	0.60	10°00′	0.60
Phoenix to Tucson	0.94	10°30′	0.94
Tucson to Phoenix	0.50	10°30′	0.50
Wellton to Gila	1.00	7°00′	1.00
Gila to Wellton	1.00	7°00′	1.00
Gila to Picacho	1.00	7°45′	1.00
Picacho to Gila	0.91	7°45′	0.91
McQueen to Christmas	2.00	12°00′	2.00
Christmas to McQueen	.50	12°00′	0.50
Tucson to Nogales	1.00	11°00′	1.00
Nogales to Tucson	0.50	8°00′	0.50

SPECIAL INSTRUCTIONS—Continued

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Description	
733.0	Yuma, ice platform	Side
755.2	Granite Spur, chute on crusher track will not clear car higher than ballast car.	
867.6	Hassayampa, gin spur	Overhead and Side
907	Phoenix, ice platform	Side
921.8	Mesa, Arizona Cotton Co. spur	Overhead
921.8	Mesa, Texas Oil Co., Drew's spur and ice platform	Side
934.6	Goodyear, gin spur	Overhead and Side
938.1	Rittenhouse, lettuce shed	Side
959.0	Florence, water tank spout	Overhead and Side
973.3	Cliffs	North Side
973.5	Tunnel No. 1	Overhead and Side
987.8	Ray Junction, water tank spout	Overhead and Side
937.5	Picacho, water tank spout	Overhead and Side
966.9	Rillito, water tank spout	Overhead and Side
984.2	Tucson, ice platform	Side
1029.6	Tubac, water tank spout	Overhead and Side
1121.1	Nogales, ice platform	Side

Employes are warned that it is dangerous to ride on top or sides of cars at abovementioned points.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

CLASS	All Steel	Steel Underframe	Wood
Baggage 60 ft.	92,100	......	......
" 66 ft.	127,400	......	......
" 70 ft.	121,300	......	......
"	......	......	77,600
" (Dynamo)	102,700	......	......
Baggage and Mail 60 ft.	102,200	......	......
" " " 69 ft.	123,900	......	......
" " " 70 ft.	127,500	......	......
" " "	......	97,800	78,600
Baggage and Passenger	117,250	......	72,300
Baggage (CM&StP)	125,000	......	......
Express, Refr. (NP RR)	......	74,000	60,000
" " (GN RR)	......	......	70,000
" " (A.R.E.) No. 40- 154	......	78,000	......
" " " " 155- 224	......	89,000	......
" " " " 500- 506	......	110,000	......
" " " " 1101-1175	......	85,000	......
" " (P.F.E.) " 500- 799	......	83,000	......
Tea and Silk	......	......	48,100
Express, Horse	129,300	......	79,400
Postal	112,000	......	......
Postal Storage 40 ft.	74,100	......	......
" " 60 ft.	105,100	......	......
Club	146,300	121,800	......
Official	170,500	137,300	101,700
" (CM&StP)	141,000	......	......
Chair	101,700	......	84,800
Coaches 60 ft.	100,100	......	......
" 70 ft.	136,800	......	......
" 72 ft.	138,900	......	......
" 72 ft. Interurban	120,000	......	......
" (CM&StP)	133,000	......	......
"	......	......	75,000
All-Day Lunch, Chair	100,500	......	......
" " " Coach	96,300	......	......
Cafe-Coach	......	......	117,200
Diner 70 ft.	......	134,900	129,000
" 72 ft.	154,400	146,900	133,500
" 77 ft.	153,300	156,600	......
" 79 ft.	167,500	......	......
Cafe-Observation	......	......	119,000
Observation	......	137,700	122,000
Pullman Observation	163,600	153,000	......
" Parlor	155,600	147,500	......
" Standard Sleeper	164,600	144,000	......
" Tourist	140,600	133,000	......
CM&StP Tourist Sleeper	141,000	......	......

SURGEONS

Location		Name	Title
San Francisco	Cal.	Dr. W. B. Coffey	Chief Surgeon
Yuma	Ariz.	Dr. J. A. Ketcherside	District Surgeon
Yuma	"	Dr. H. D. Ketcherside	District Surgeon
Yuma	"	Dr. George E. Shields	Assistant District Surgeon
Litchfield	"	Dr. R. L. Penn	District Surgeon
Buckeye	"	Dr. G. C. Rubel	District Surgeon
Phoenix	"	Dr. Geo. M. Brockway	District Surgeon
Phoenix	"	Dr. A. M. Tuthill	Assistant District Surgeon
Phoenix	"	Dr. J. E. Drane	Assistant District Surgeon
Phoenix	"	Dr. D. F. Harbridge	Oculist
Phoenix	"	Dr. W. A. Schwartz	Aurist
Phoenix	"	Dr. Win Wylie	Consulting Surgeon
Phoenix	"	Dr. W. O. Sweek	Consulting Surgeon
Tempe	"	Dr. R. J. Stroud	District Surgeon
Mesa	"	Dr. R. F. Palmer	District Surgeon
Mesa	"	Dr. L. M. Green	District Surgeon
Chandler	"	Dr. Jas. M. Meason	District Surgeon
Dock	"	Dr. J. H. Davis	Emergency Surgeon
Gilbert	"	Dr. L. M. Thompkins	Emergency Surgeon
Florence	"	Dr. G. E. Huffman	District Surgeon
Ray	"	Dr. C. E. Utzinger	District Surgeon
Hayden	"	Dr. F. R. Winslow	District Surgeon
Gila	"	Dr. L. H. Richards	District Surgeon
Casa Grande	"	Dr. J. E. Redden	District Surgeon
Tucson	"	Dr. C. A. Thomas	Division Surgeon
Tucson	"	Dr. S. C. Davis	Division Surgeon
Tucson	"	Dr. J. B. Littlefield	Assistant Surgeon
Tucson	"	Dr. M. C. Comer	Oculist and Aurist
Tucson	"	Dr. T. H. Cates	Assistant Oculist and Aurist
Tucson	"	Dr. H. W. Fenner	Consulting Surgeon
Nogales	"	Dr. W. F. Chenoweth	District Surgeon

HOSPITALS

General Hospital, Southern Pacific Hospital	San Francisco, Calif.
Division Hospitals, St. Mary's Hospital	Tucson, Ariz.
St. Joseph's Hospital	Phoenix, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Phoenix, Tempe, Ray Jct., Tucson.

RATING OF LOCOMOTIVES—TUCSON DIVISION

IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson Via Gila	Tucson to Yuma Via Gila	Yuma to Tucson Via Phoenix	Tucson to Yuma Via Phoenix	Tucson to Nogales	Nogales to Tucson	Maricopa and Tempe Jct.	McQueen to Christmas	Christmas to McQueen	Pozo Jct. and Casaba
				Helper	Single	Single	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126	1671, 1697	180	3050	2920	3050	2920			4120	3140	3770	3015
M- 4	M-63 20/28 128-S	1660	180										
M- 4	M-63 20/28 128-S	1624, 1643, 1713	190										
M- 9	M-63 21/28 150-S	1828 to 1830	200	3740	3590	3740	3590			4580	3655	4390	3500
M-11	M-63 21/28 153-S	1831											
M-11	M-63 22/28 153-S	1832 to 1835											
M- 9	M-63 21/28 152-S	1836											
T- 2	T-63 19/24 105	2221 to 2234	160	1950	1880	1950	1880	900	1905				
T-31	T-63 22/28 162-S	2353 to 2362	200	4110	3950	4110	3950	2500	3500				
T-32	T-69 23/28 174-S	2363 to 2370											
T-32	T-69 23/28 174-S	2371 to 2384	210	4350	4220	4350	4220	2650	3650				
P-1, 3	P-77 22/28 141-S	2400 to 2437	210	3440	3350	3440	3350	2100	2710				
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2836, 2839 to 2857	210	4800	4600	4800	4600	3000	4135	6760	4700	5635	
C-9, 10	C-57 22/30 194-S												
C- 8	C-57 22/30 192-S	2698 to 2751											
C- 5	C-57 22/30 187-S	2624 to 2679											
C- 5	C-57 22/30 185-S	2680 to 2693											
C- 5	C-57 22/30 180	2624 to 2679	200	4300	4120	4300	4120	2500	3500				
C- 5	C-57 22/30 178	2680 to 2693											
TW- 3	TW-50 20/26 120	2932 to 2945	170	3040	2910	3040	2910	1400	2400				
A- 3	A-81 20/28 112-S	3025 to 3071	210	2650	2610	2650	2610	1850	2385	3450	2750	3300	2650
A- 5	A-81 20/28 108-S	3072											
A- 5	A-81 20/28 108-S	3074	200	2410	2370	2410	2370	1750	2275	3270	2610	3135	2500
A- 5	A-81 21/28 108-S	3073	210	2950	2900	2950	2900	2050	2650	3800	3050	3700	2950
Mk- 4	Mk-57 23¾/30 206-S	3216 to 3240	200	5340	5110	5340	5110			7920	5140	6170	
Mk- 4	Mk-57 23¾/30 206-SF												
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	200	5600	5560	5600	5560			8100	5640	6770	
Mk-5, 6	Mk-63 26/28 210-SF												
F- 1	F-63 27½/32 273-S	3600 to 3652	200	5900	6700	5900	6700						
F- 3	F-63 29½/32 297-S	3653 to 3667	200	6390	7650	6390	7650						
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	6590	8000	6590	8000						
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768											
Allowance for empty and underloaded cars		Less than 40 M's.		6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's.		3	3	3	3	3	3	3	3	3	3
				Helper 0.5 Yuma to East Yard Helper 1.0 Gila to Estrella Except Class F-1, Helper 0.7, F-3, 4, 5, Helper 0.6 Double Pembroke to Mohawk and Lava to Sentinel	Double Kim to Mohawk	Double Saddle to Harqua							

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"A"—Atlantic type
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific type
"F"—2-10-2

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C\text{-}57 \frac{22}{30} 187$$

ASSISTANT SUPERINTENDENT
J. C. GOODFELLOW

TRAINMASTERS
J. M. TREFREN .... Yuma
E. E. WHEELER .... Phoenix
J. J. COWIN .... Tucson

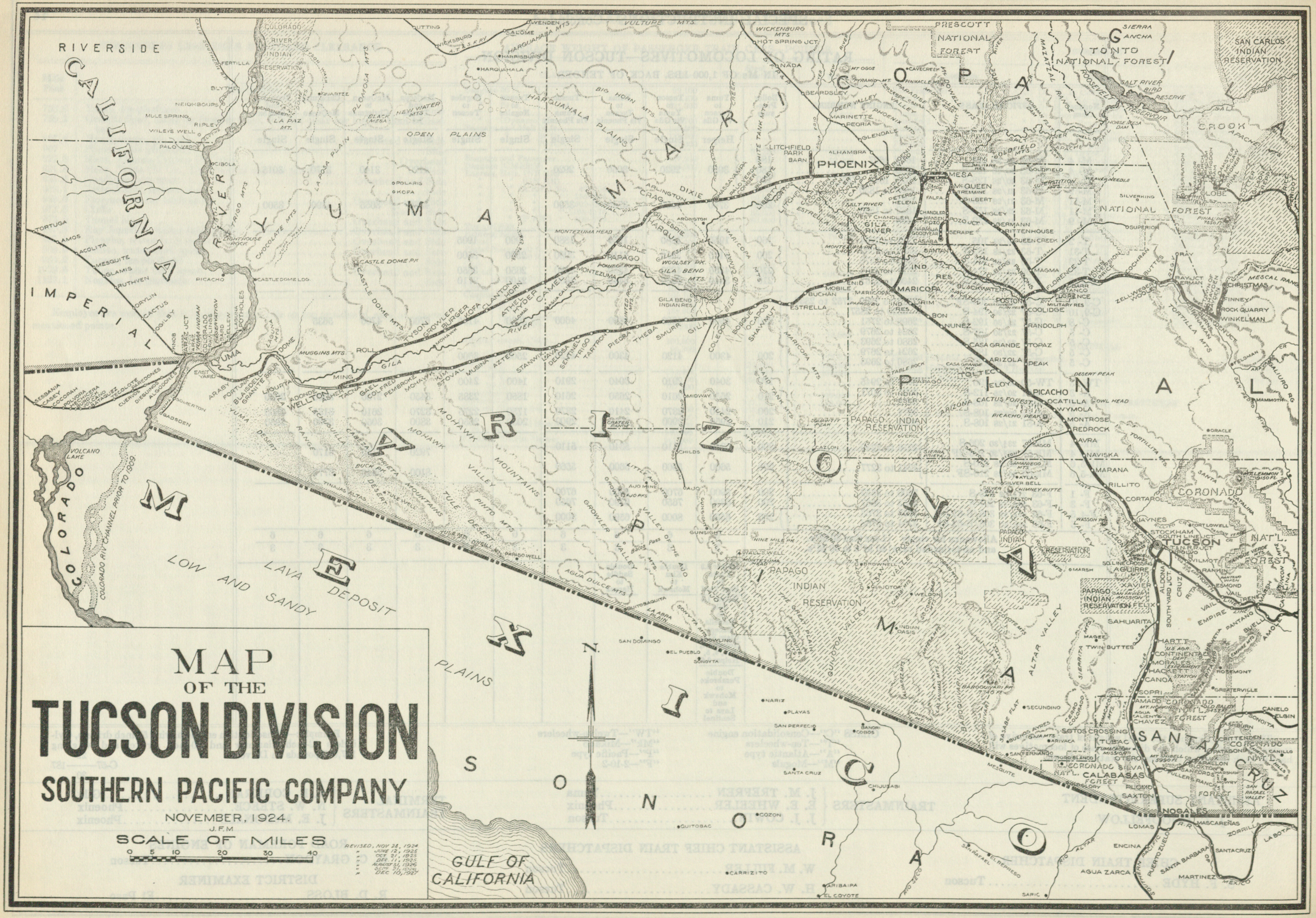
TERMINAL TRAINMASTERS
A. F. CORKRAN .... Gila
N. W. STEECE. .... Phoenix
J. E. McDONALD .... Phoenix

CHIEF TRAIN DISPATCHER
S. F. HYDE .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS
W. M. FULLER .... Tucson
H. W. CASSADY .... Tucson

ROAD FOREMAN OF ENGINES
G. C. GRAYDON .... Tucson

DISTRICT EXAMINER
R. D. BLOSS .... El Paso


RIVERSIDE
CALIFORNIA
IMPERIAL
YUMA
MARICOPA
GILA
PINAL
ARIZONA
PIMA
SANTA CRUZ
MEXICO
SONORA
PHOENIX
TUCSON
YUMA
NOGALES
MARICOPA
GILA BEND
FLORENCE
COOLIDGE
CASA GRANDE
MESA
GLOBE
WELLTON
AJO
PAPAGO INDIAN RESERVATION
SAN CARLOS INDIAN RESERVATION
TONTO NATIONAL FOREST
PRESCOTT NATIONAL FOREST
CROOK NATIONAL FOREST
CORONADO NAT'L. FOREST
GULF OF CALIFORNIA
LOW AND SANDY LAVA DEPOSIT PLAINS
COLORADO RIV. CHANNEL PRIOR TO 1909.
N.

MAP
OF THE
TUCSON DIVISION
SOUTHERN PACIFIC COMPANY

NOVEMBER 1924
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

REVISED, NOV 28, 1924
" JUNE 12, 1925
" OCT 21, 1925
" DEC. 11, 1925
" AUGUST 31, 1926
" SEPT 21, 1926
" DEC 10, 1927